

STAT TO: [] DATE: August 13, 1981

FROM: Elizabeth D. Scullin, JHK

PROJECT NO. 1085

SUSPENSE DATE:

cc:

SUBJECT: Meeting with Bob Moore, Fairfax County; Don Keith - VDH&T, Fairfax; Carol Poppendieck -VDH&T, Regional Office; Pat Creighton, Fairfax County; and Oscar Hendrickson, Environmental Management

I met with the persons listed above at the Massey Building on August 12, 1981. I summarized the proposed CIA consolidation plan, and highlighted the following points:

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- [] additional employees would be located at the Langley site as a result of the consolidation.
- NCPC has set an upper limit of [] additional parking spaces.
- The CIA wanted to be a "good neighbor" to the community and comply "in spirit" with County zoning laws and ordinances where practical.
- The CIA realized that they were not going to provide 4½ spaces/1000 sq.ft. of office space but they were willing to take certain TSM (Transportation System Management) measures to assure that traffic attributable to the consolidation would not cause Rts. 123, 193, and G.W. Pkwy. to become overly congested.

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I asked what their concerns were and the following is a tabulation:

Bob Moore:

- a) Says when the Plan is presented to the Citizens, he will not guarantee that Fairfax County will "give their blessings" because the CIA has obviously reduced the number of parking spaces required by approximately 68%.
- b) He wanted to make sure the County had adequate time to review the proposed Plan even though he realized that the CIA did not have to comply with the zoning.

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Oscar Hendrickson:

- a) Standard parking space - 9' X 20'
with overhang 9' X 16½'
Compacts (up to 25%) - 7½' X 15½'
with overhang 7½' X 14'
- b) He indicated that it would not be wise to officially request a special permit for reduction in parking because there is no chance that it would be granted.

Don Keith:

- a) Rt. 193 is a designated Historic Byway from Route 7 to its intersections with Rt. 123.
 - Improvements can be made east of the point where Rt. 193 is a 4-lane section.
- b) He wants the Traffic Section of the Plan to address the intersection of Rt. 123 and the South Gate, including:
 - Stacking problem at the short Northbound ramp from Rt. 123 to the Gate
 - Stacking internally at the gates.
 - All improvements would have to be borne by the CIA.
- c) He has an interchange design for Rt. 123/193 that has been abandoned, and will send a copy of the plans to me.
- d) He doesn't believe that the promise of staggered work hours is a valid solution to traffic problems because they are unenforceable in the future (i.e. VDH&T cannot make the CIA have staggered work hours)
- e) He holds the same philosophy as (d) for shuttle buses running from the CIA to the Rosslyn Metro Station. In theory, the service could be stopped by the CIA at anytime.

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Thoughts about the Meeting:

- 1) I believe that the Citizens, NCPC, and GSA (and possibly Fairfax County) would be receptive to TSM measures to alleviate traffic problems.
- 2) TSM measures to consider:
 - Staggered work hours
 - Shuttle bus to Rosslyn Metro Station during peak periods (duplicate service is currently provided by the CIA Shuttle buses and the Metrobuses) - fares could be charged or Metrobus fares could be subsidized.
 - Charge a fee for parking and/or assign spaces to employees.
 - Establish an aggressive carpool/vanpool matching/locator service
 - Priority parking spaces for carpools/vanpools.